



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Mark Thomas & Company, Inc., for Preliminary Design Services Associated with the Lodi Avenue Railroad Track Removal; Authorize the City Manager to Execute Measure K Cooperative Agreements for the Project; and Appropriate Funds for the Project

MEETING DATE: December 19, 2001

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution authorizing the City Manager to execute a professional services agreement with Mark Thomas & Company, Inc., of Sacramento, for preliminary design services associated with the removal of the Lodi Avenue railroad track, from the Union Pacific Railroad (UPRR) tracks to Cherokee Lane; authorize the City Manager to execute Measure K Cooperative Agreements for the project; and appropriate \$240,000 for the project.

BACKGROUND INFORMATION: Recently, City Staff received direction from UPRR and Central California Traction Company (CCT) on details necessary to proceed with the City's project to remove the railroad tracks in Lodi Avenue, reconstruct the Kentucky House Branch, and construct new switching and storage trackage adjacent to the UPRR main line north of Lockeford Street.

Revitalization of the Lodi Avenue Corridor (UPRR main line to Cherokee Lane) is desirable to Lodi because the proposed improvements will increase public safety by eliminating the railroad tracks and beautifying a major access route to Downtown.

Phases 1 and 2 of this multiphase project as described in Exhibit A include surveying and mapping of the project area, and establishing a memorandum of understanding (MOU) between the railroads and the City defining the project details, roles of the different parties, and funding responsibilities. The MOU will include the terms and conditions for the abandonment of the CCT tracks along Lodi Avenue and construction of additional interchange and switching facilities to reactivate the Kentucky House Branch that runs parallel to Lockeford Street, from the UPRR main tracks to the CCT main tracks east of town (see Exhibit A for scope and schedule).

The subsequent work outlined below is not included in Exhibit A. These are concept level tasks to be more clearly defined as the MOU is developed. Therefore, professional services fees for the subsequent phases of work are not currently available and will be presented for Council approval in the future. Future phases include:

Lodi Avenue Corridor - Establishing a design theme for the portion between the UPRR main line and Cherokee Lane and preparing plans and specifications for the street and rail improvements. This portion of the project will include substantial community involvement. City Staff and the consultant team will host several public workshops and rely on community input to establish design alternatives. These alternatives will be presented to the City Council for discussion at an informal Shirtsleeve Session.

APPROVED: _____

H. Dixon Flynn -- City Manager

Adopt Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Mark Thomas & Company, Inc., for Preliminary Design Services Associated with the Lodi Avenue Railroad Track Removal; Authorize the City Manager to Execute Measure K Cooperative Agreements for the Project; and Appropriate Funds for the Project
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Lockeford Street Corridor – Prepare plans and specifications to enhance roadway capacity by increasing right of way and constructing a signalized intersection at Lockeford and Stockton streets; improve pedestrian facilities by installing an at-grade pedestrian crossing at Central Avenue/ Calaveras Street and installing curb, gutter, and sidewalk; and upgrade existing rail facilities to comply with the terms of the MOU.

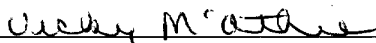
The total cost of the project is budgeted at \$6.7 million and will be financed using Measure K Grant funds already reserved by San Joaquin Council of Governments (SJCOG), and local street impact mitigation fees. The Cooperative Agreement with SJCOG approving the expenditure of Measure K Grant funds is subject to approval by the SJCOG Board at its January 24, 2002, meeting.

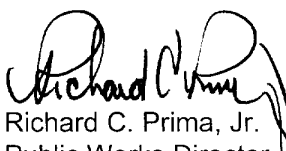
Staff sent requests for proposals to various regional firms for the project. Four firms were interviewed by staff to evaluate their qualifications. The firm having the most experienced and capable team for this project is Mark Thomas & Company, Inc. Staff recommends City Council authorize the City Manager to execute a professional services agreement with Mark Thomas & Co., Inc. for preliminary design services; authorize the City Manager to execute Measure K Cooperative Agreements for the project; and appropriate \$240,000 to fund Phases 1 and 2 of this multiphase project.

The cost estimate of professional engineering services for Phases 1 and 2 is \$195,000. The additional appropriation is recommended to cover contract contingencies and in anticipation of unforeseen tasks due to working with the railroad.

FUNDING: Requested Appropriation: Measure K Grant and Local Street Mitigation Fees \$240,000
Budgeted: 1999/2001, Capital Improvement Budget Page E-43

Funding Available:


Vicky McAthie, Finance Director


Richard C. Prima, Jr.
Public Works Director

Prepared by Charles Swimley, Senior Civil Engineer

RCP/CS/lm

attachment

cc: Randy Hays, City Attorney
Joel Harris, Purchasing Officer
Wally Sandelin, City Engineer
Paula Fernandez, Senior Traffic Engineer
Sharon Welch, Senior Civil Engineer
Wes Fujitani, Senior Civil Engineer

**Mark Thomas & Co., Inc.
Draft Scope of Work For
Lodi Central City Railroad Safety Improvement Project**

The City of Lodi has requested that Mark Thomas & Co, Inc. (MTCO) prepare a scope and fee for anticipated work required to secure a Memorandum of Understanding (MOU) between the railroad companies and the City of Lodi for the removal of the existing railroad track on Lodi Avenue and related track improvements. The work would be performed in two phases and would generally include:

Preliminary Design:

- Collect data on the existing railroad, right of way and roadway improvements
- Prepare mapping showing the proposed railroad improvements for preliminary discussions with the Union Pacific (UP) Burlington Northern Santa Fe (BNSF) and the Central California Traction (CCT) railroad companies.
- Prepare preliminary right of way mapping showing the existing right of way and tentative right of way acquisitions needed for the railroad and the roadway improvements and excess railroad right-of-way that the City may wish to acquire.
- Prepare preliminary roadway geometric mapping to determine additional right of way required from the railroad companies.
- Prepare preliminary construction cost estimate for the railroad and adjacent roadway improvements.

Memorandum of Understanding Document:

- Establish survey control (vertical and horizontal) to better establish right of way and railroad locations.
- Prepare Railroad exhibit showing calculated track alignments.
- Prepare Right of Way maps showing detailed existing and proposed right of way information.
- Assist in the preparation of the Memorandum of Understanding (MOU) between the railroad companies and the City of Lodi.

Limits of Work:

The limits of work are as follows:

- Lockeford Street from the main north-south UPRR line between Sacramento Street and Main Street to the north-south CCT tracks east of Guild Avenue (including the wedge shaped lands between Lockeford Street and the railroad)
- Lodi Avenue between the same north-south UPRR line and Route 99
- Within the existing main north-south UPRR property north of Lockeford Street to Turner Road.
- Right of way work required to identify excess railroad properties on Main Street between Tokay Street and Lodi Avenue, and properties adjoining the streets listed above.

Scope of Work:

We propose a phased approach, with Phase 1 used to build consensus between the railroads and the City and Phase 2 used to prepare a Memorandum of Understanding (MOU) for approval.

1.0 PHASE 1 – Preliminary Design (Consensus Building)**Task 1.1 Project Meetings**

The City, railroad companies, Carl Rodolf Associates (CRA) and MTCO will establish a Project Development Team (PDT) for the project. The PDT will meet as required. The PDT will share information, identify critical issues, make decisions, and assign project tasks. The PDT format is a good way to build consensus between the railroad companies and the City. The design team will meet with the City and the railroad separately as needed. The design team will make a presentation to the City Council.

The number of meetings assumed are as follows:

<u>Meeting Type</u>	<u>Number of Meetings</u>
- Kick-off Meeting	1
- PDT Meetings	5
- Separate City Meetings	5
- Separate Railroad Meetings	3

Task 1.2 Data Gathering

MTCO, CRA will research available City, County, State and Railroad as-builts, maps, records and field observations. The railroad companies will be interviewed to gain information on current and proposed operations of the railroad.

Task 1.3 Preliminary Railroad Engineering Drawings

MTCO and CRA will work together to prepare drawings that will show the proposed railroad improvements for discussions with the railroad companies, City maintenance and City utility departments.

The drawings will be prepared on City provided airphoto backgrounds. They will show preliminary existing right of way, existing tracks, proposed tracks and key information such as track radii and lengths. The drawings will be at 1"=100' scale for long stretches and at 1"=50' for detailed areas, such as at the proposed switch track location.

10 Copies of the drawings will be provided for review.

Task 1.4 Preliminary Right of Way Drawings

MTCO will prepare preliminary right of way drawings for a “first-cut” look at the existing railroad right of way. The drawings will be prepared on City provided airphoto backgrounds (similar to the preliminary railroad engineering drawings).

The location of the existing right of way will be determined by researching existing records (Task 1.2) and putting the information into an AutoCAD 2000 drawing. The record information will be positioned using a preliminary horizontal control network.

The preliminary horizontal control would include establishing a horizontal control suitable for scaling existing digital aerial photography and indexing planning level right of ways. Horizontal control will be referenced to the California Coordinate System, Zone 3 (NAD83) to facilitate the use of Real Time Kinematic (RTK) GPS surveying techniques and to correlate to previous State Highway surveys in the area. Set or recover approximately six monuments to be used as base stations for RTK work. The deliverable will be a tabulation of stations, location descriptions, state plane coordinates and geodetic positions.

The right of way lines shown on the drawings would be determined based on research and control described above. The lines will be compiled from assessor’s data and available public records and will be correlated to a few key monuments by ties from control monuments established above. The deliverable will be a map showing the right of way and property lines with assessor’s parcel number, owner’s name and street names and widths.

Using the information in Task 1.5 below, the proposed right of way required for roadway construction and railroad improvements can be determined. The drawing will show the proposed right of way acquisition for discussion purposes.

10 Copies of the drawings will be prepared for review.

Task 1.5 Preliminary Roadway Improvements

MTCO will prepare preliminary drawings showing the proposed improvements for Lockeford Street and Railroad Avenue. These drawings will show a construction line, proposed curb and gutter, curve data and lane widths. This drawing will be used to determine the amount of right of way required from UPRR.

10 Copies of the drawings will be prepared for review.

Task 1.6 Preliminary Construction Cost Estimate

MTCO and CRA, working with the railroad companies, will prepare a preliminary construction cost estimate for the proposed improvements. The unit costs will be developed using similar current projects, Caltrans data base, Caltrans latest Construction Cost Manual.

2.0 PHASE 2 – Memorandum of Understanding Document

Task 2.1 Establish Survey Control

To prepare the right of way “hard copy” maps discussed in Task 2.3, a detailed survey control circuit (horizontal and vertical) will be developed. The vertical control will be established by running differential levels from the USGS benchmark at the water tower. We will use a Leica electronic digital level and bar code rod to determine accurate elevations. The route of the level loop starts at the intersection of Lockeford Street and Main Street and runs east along to Guild Avenue; south to Lodi Street; west along to Main Street; south on Main Street to Tokay Street; and back north to the beginning. A cross tie along Cherokee will also be run. All City of Lodi benchmarks and control monuments described above along the route will be included in the loop. The deliverable will be a tabulation of benchmarks, descriptions and adjusted elevations.

MTCO will establish survey control to perform three days of topographic surveys of key features (grades, building corners, etc.) needed to design the proposed track alignment.

Task 2.2 Railroad Alignment Approval Drawings

MTCO and CRA will work together to prepare approval drawings to accompany the MOU for reference. The drawings will be distributed for review with the MOU.

The approval drawings will show detailed information about the proposed railroad improvements. Information will include relationship between the new and the existing railroad tracks, bearings, distances, curve data, etc. The drawings will have a border and signature block for approval.

It is assumed there will be two submittals for review.

10 Copies will be prepared for each review and for inclusion in the MOU.

Task 2.3 Right of Way “Hard Copy” Drawings

MTCO will prepare hard copy drawings showing detailed existing and proposed right of way for the project. The accurate location of right of way lines within the project are will be determined based on research, control and right of ways described above. Centerlines and right of way lines of cross streets will be accurately determined. Non-critical property lines along the right of way lines will be approximately determined. The deliverable will be fully dimensioned right of way maps showing centerline, right of way and property lines, found monuments, owner’s names, deed and map references and other information necessary to retrace the survey. No monuments will be set.

It is assumed that the City will be responsible for obtaining all Title Reports and backup deed information. It is assumed there will be one submittal for review.

10 Copies will be prepared for each review and for inclusion in the MOU.

Task 2.4 Prepare Memorandum of Understanding.

MTCO and CRA will assist the City in preparing the MOU. MTCO will use examples provided by the City and the railroad companies to prepare the document for signatures.

It is assumed there will be three submittals for review.

10 Copies will be prepared for each review and for inclusion in the MOU.

Additional Surveys (Not Included in Fee Proposal)

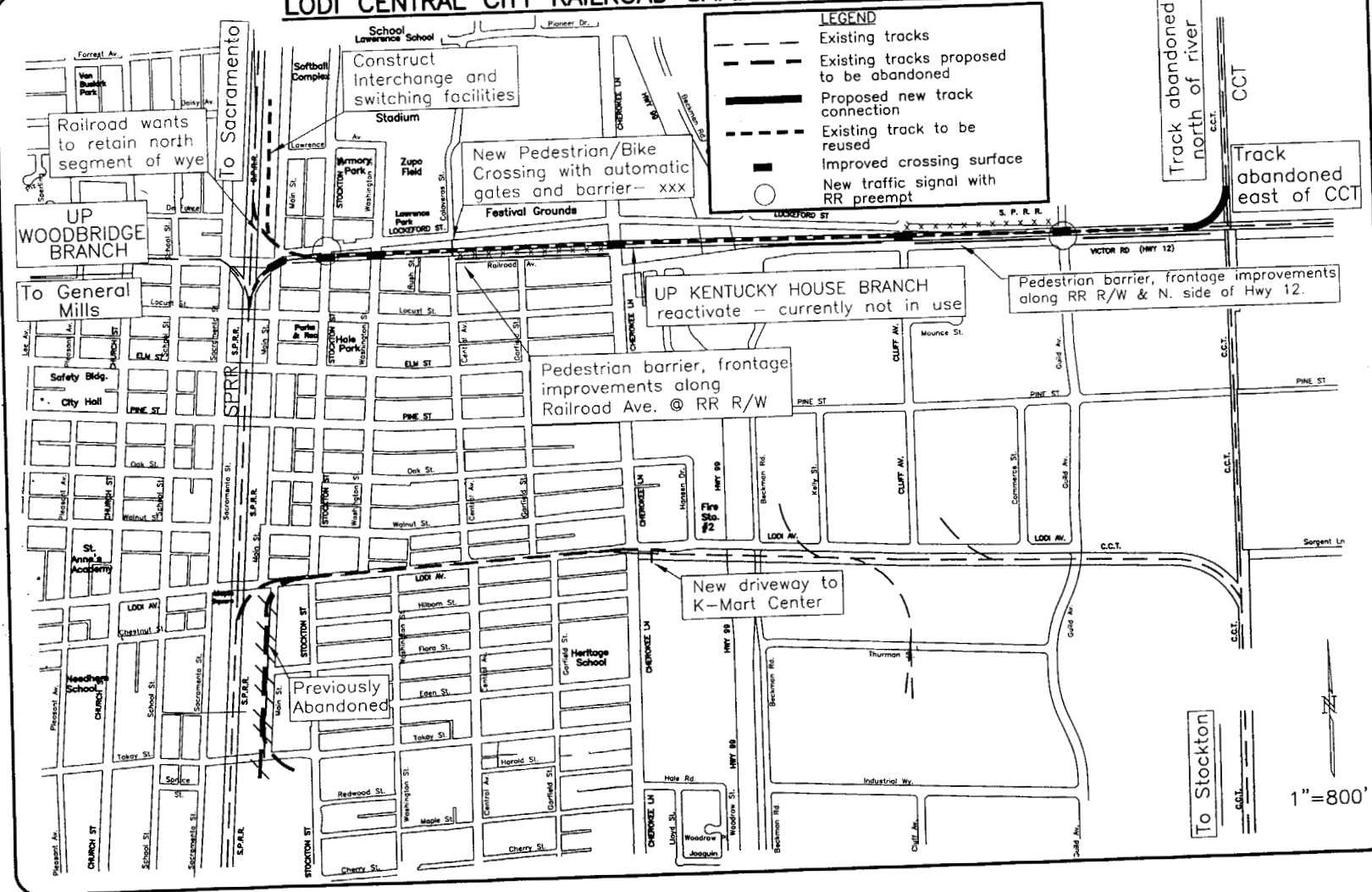
Additional surveying services that may be required to complete this project include mapping and topographic surveys, cross sections, utility locations, plats and descriptions for right of way acquisition, construction staking and Record of Surveys. Itemized scope and fee for these items will be provided on request when precise requirements are determined.

SCHEDULE

Task	Completion Date	Comments
Task 1.1 Meetings	n/a	On-going
Task 1.2 Data Gathering	1/31/2002	
Task 1.3 Submit Preliminary Railroad Engr Drawings to Railroad.	3/10/2002	
Task 1.4 Submit Preliminary Right of Way Drawings to Railroad.	3/10/2002	
Task 1.5 Submit Preliminary Roadway Improvements to Railroad.	3/10/2002	
Task 1.6 Preliminary Construction Cost Estimate	3/10/2002	
Task 2.1 Establish Survey Control	4/01/2002	
Task 2.2 Submit final Railroad Alignment Approval Drawings to Railroad with Draft MOU.	6/01/2002	Depends on RxR*
Task 2.3 Submit final R/W "Hard Copy" Drawings to Railroad with Draft MOU.	6/01/2002	Depends on RxR*
Task 2.4 Prepare Memorandum of Understanding	6/01/2002	Submit "Draft"*

* The railroad companies will review the Task 1 information. Depending on their review time and the amount of controversy, these submittals may be later.

LODI CENTRAL CITY RAILROAD SAFETY IMPROVEMENT PROJECT



RESOLUTION NO. 2001-307

A RESOLUTION OF THE LODI CITY COUNCIL AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH MARK THOMAS & COMPANY, INC., FOR PRELIMINARY DESIGN SERVICES ASSOCIATED WITH THE LODI AVENUE RAILROAD TRACK REMOVAL, FURTHER AUTHORIZING THE CITY MANAGER TO EXECUTE MEASURE K COOPERATIVE AGREEMENTS FOR THE PROJECT, AND APPROPRIATING FUNDS FOR THIS PROJECT

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NOW, THEREFORE, BE IT RESOLVED, that the Lodi City Council does hereby authorize the City Manager to execute a Professional Services Agreement with Mark Thomas & Company, Inc., for preliminary design services associated with the removal of the Lodi Avenue Railroad Track, from the Union Pacific Railroad tracks to Cherokee Lane; and

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute Measure K Cooperative Agreements for this project; and

FURTHER RESOLVED, that funds be appropriated as follows:

Measure K Grant and Local Street Mitigation Fees	\$240,000.00
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Dated: December 19, 2001

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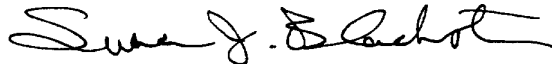
I hereby certify that Resolution No. 2001-307 was passed and adopted by the Lodi City Council in a regular meeting held December 19, 2001 by the following vote:

AYES: COUNCIL MEMBERS – Hitchcock, Howard, Land, Nakanishi,
and Mayor Pennino

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None



SUSAN J. BLACKSTON
City Clerk